

Main Street Zoning Districts

The Main Street Zoning Districts were approved and added to the Zoning Ordinance by the City Council in November 2010.

❖ At that adoption hearing, the City Council directed staff to take the next step and apply the new District to properties within the Alum Rock NBD.



Main Street Zoning Districts

Purpose

The Main Street Zoning Districts are intended to foster urban development that encourages pedestrian movement, support transit, cycling, and other alternatives to vehicular travel through:

1. Design standards that place building mass at the street; and
2. land use regulations that provide a critical intensity and mix of uses.

Main Street Zoning Districts

Applicability

Existing Uses:

Existing uses may continue to operate as normal. If an existing use is not permitted in the new Zoning District it will become a Legal Non-Conforming use.

New Uses:

Reference the Use Table in the Zoning Ordinance for uses that are permitted in existing and new buildings.

New Buildings:

Designed per the Development Standards of the Main Street Zoning District.

Main Street Zoning Districts

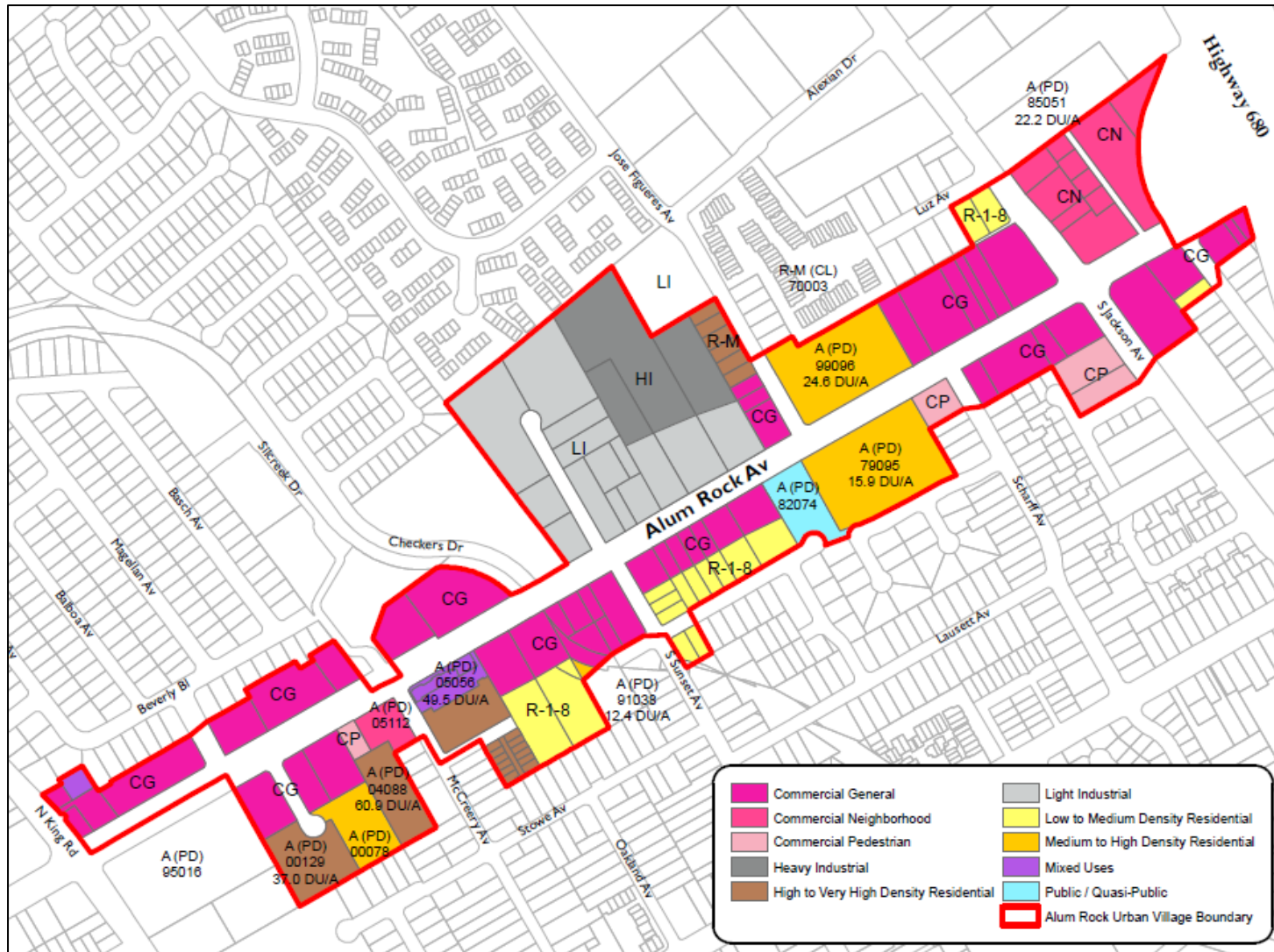
MS-G

Main Street Ground Floor Commercial District.

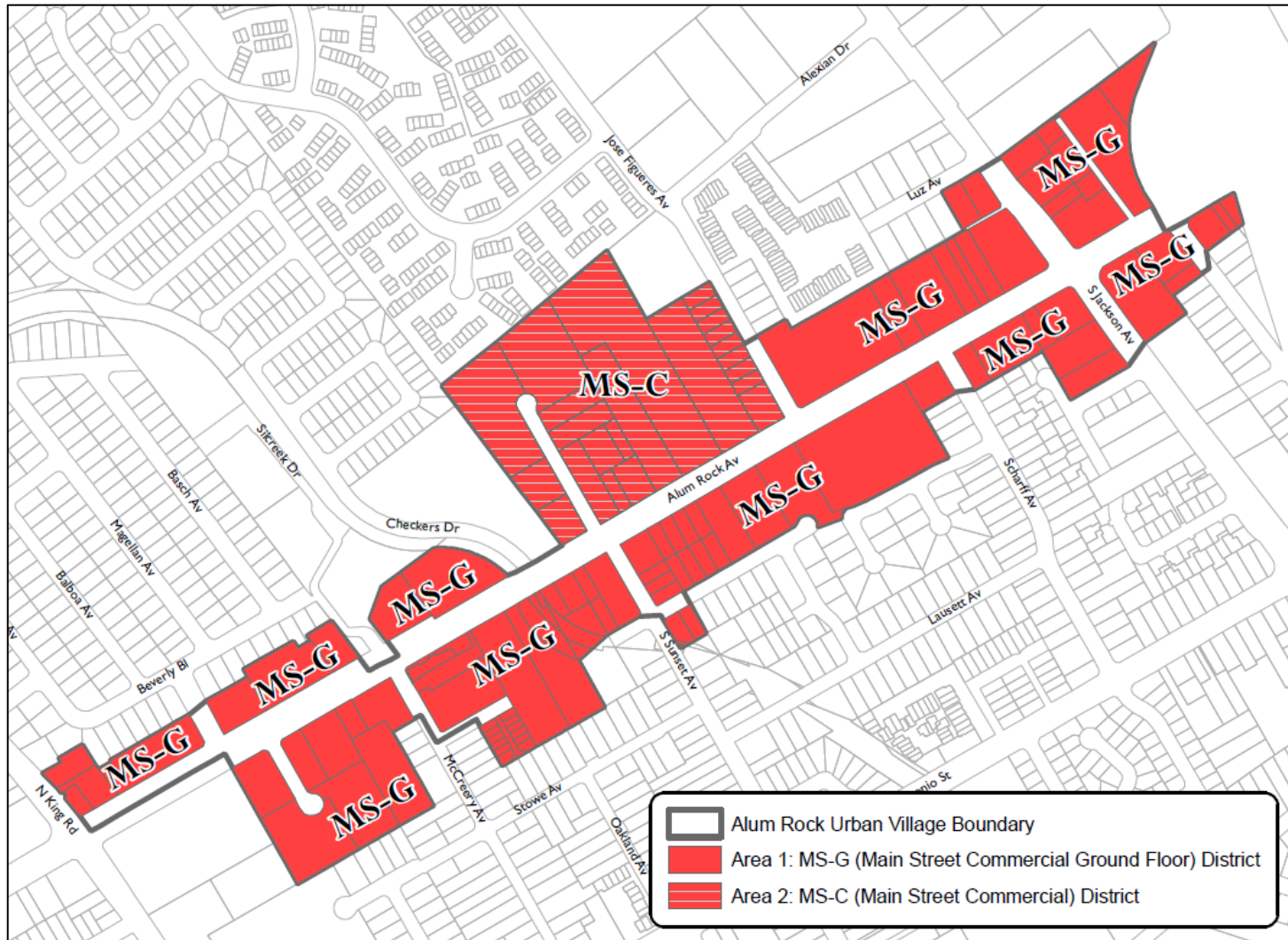
MS-C

Main Street Commercial District.

Existing Zoning Districts



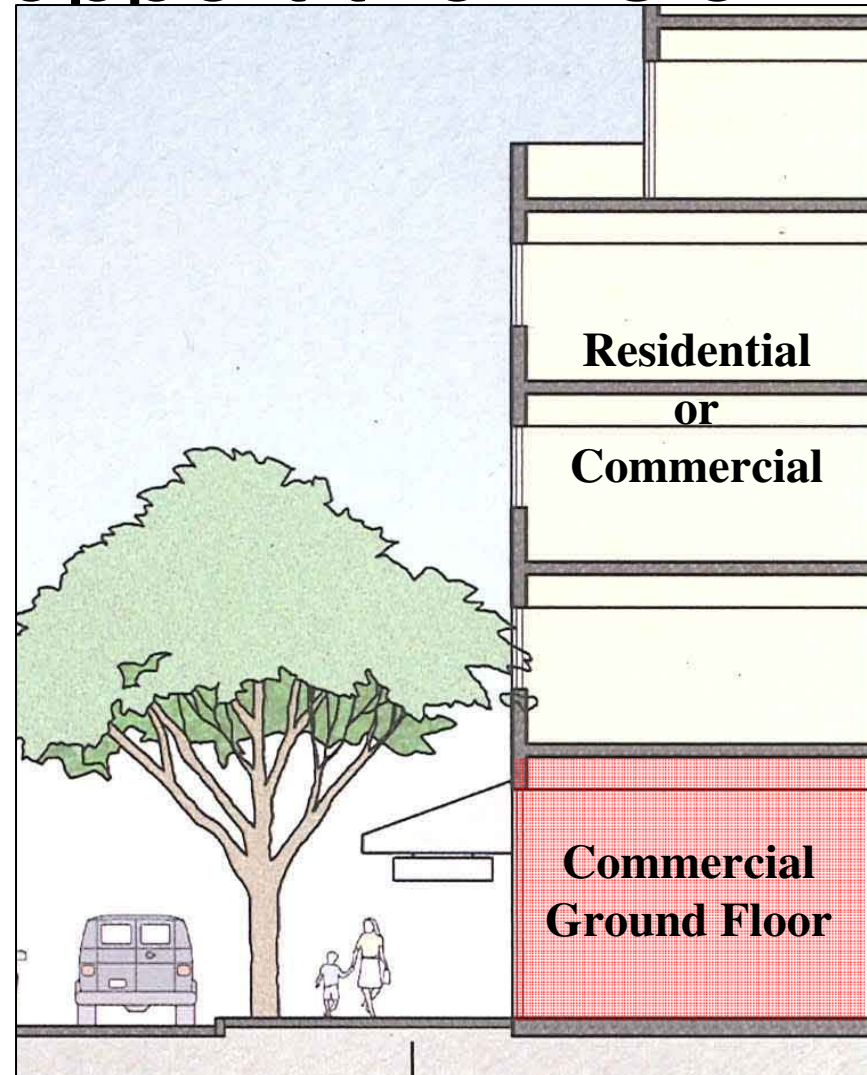
Proposed Main Street Zoning Districts



Allowed Uses Support the Vision

MS-G Main Street Ground-Floor Commercial District

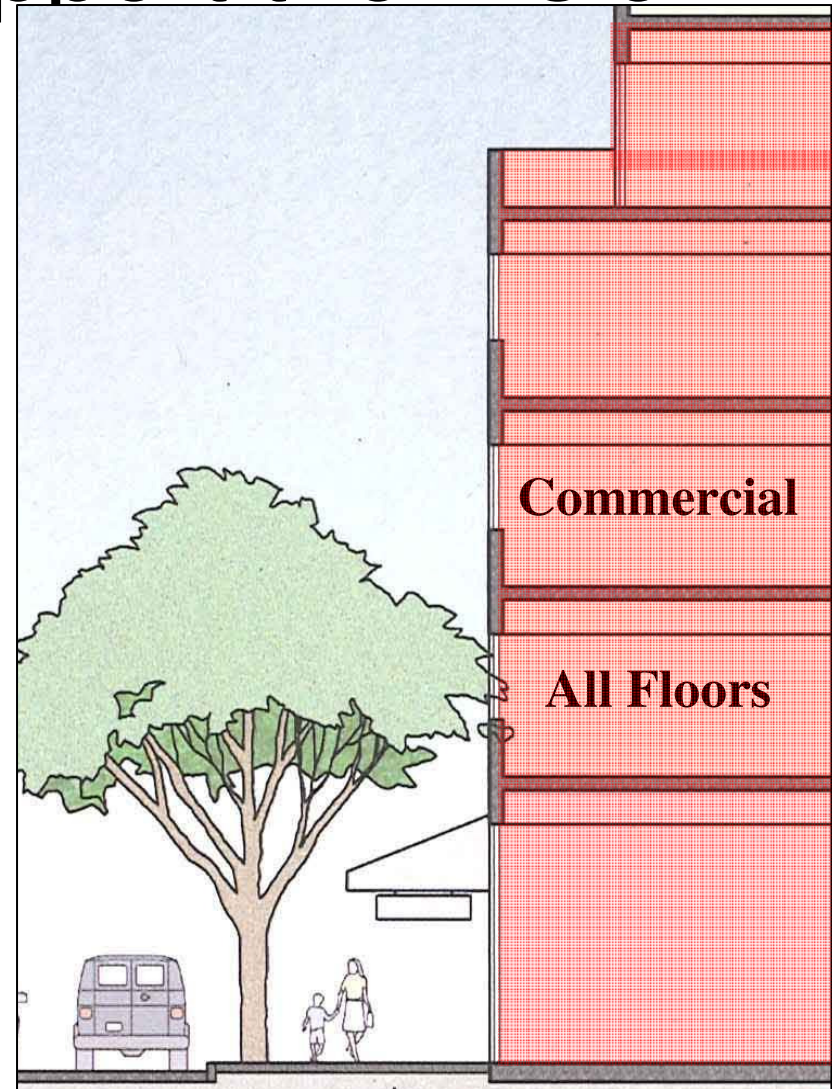
- Requires ground-floor commercial uses at the street front.
- Allows residential above and behind with a Conditional Use Permit.



Allowed Uses Support the Vision

MS-C Main Street Commercial District

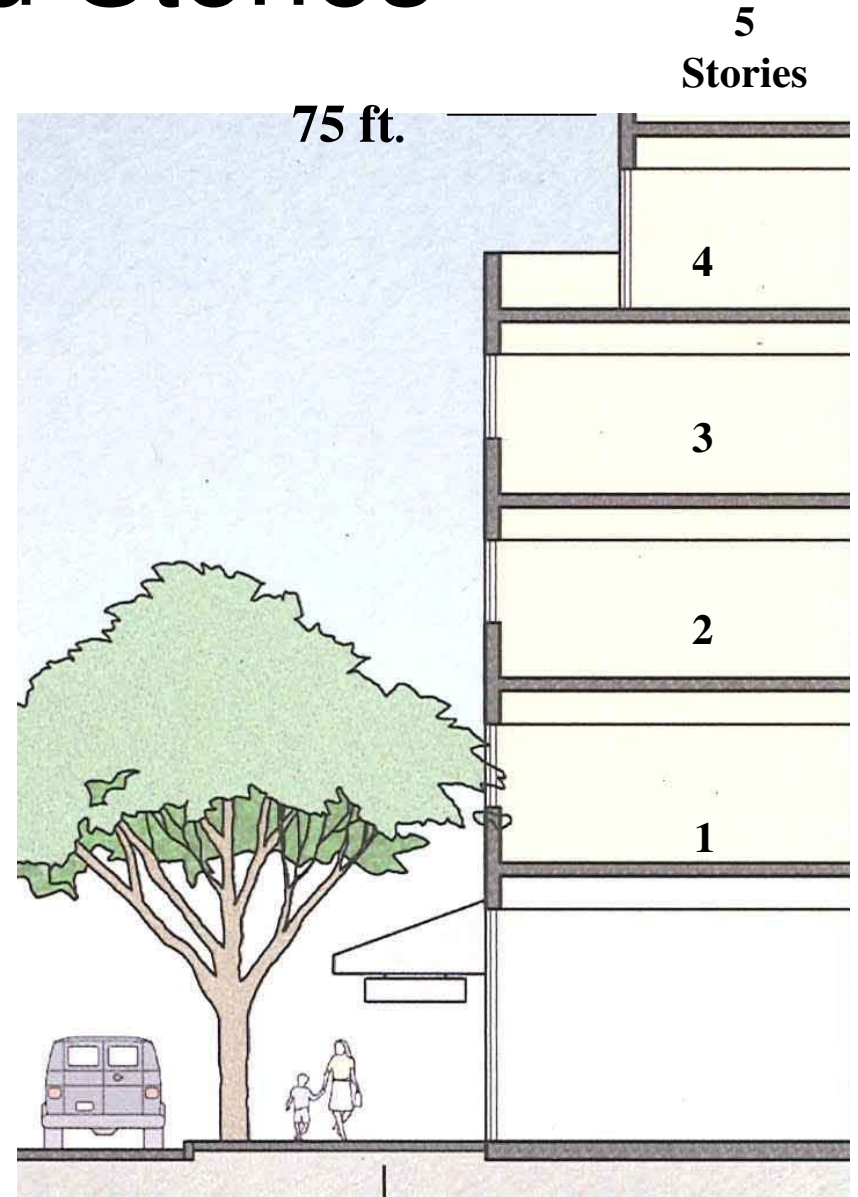
- Allows primarily commercial uses.
- Allows residential mixed-use only on a large site (8+ acres) under a single Conditional Use Permit.



Height and Stories

Maximum height of 75 feet
(5 stories) to allow for
more intense
development as it
supports:

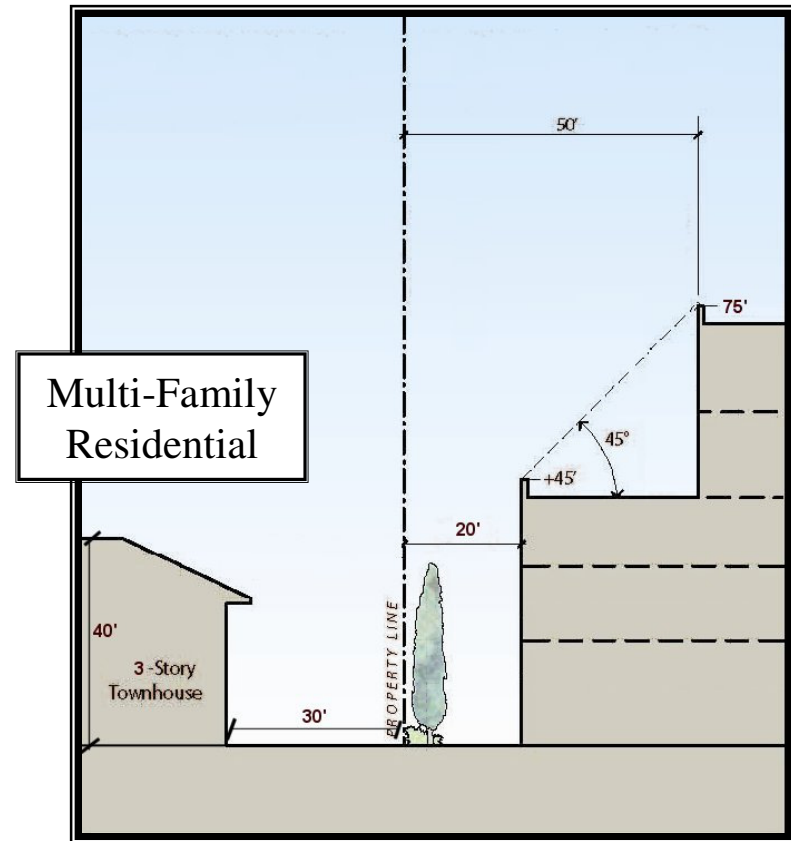
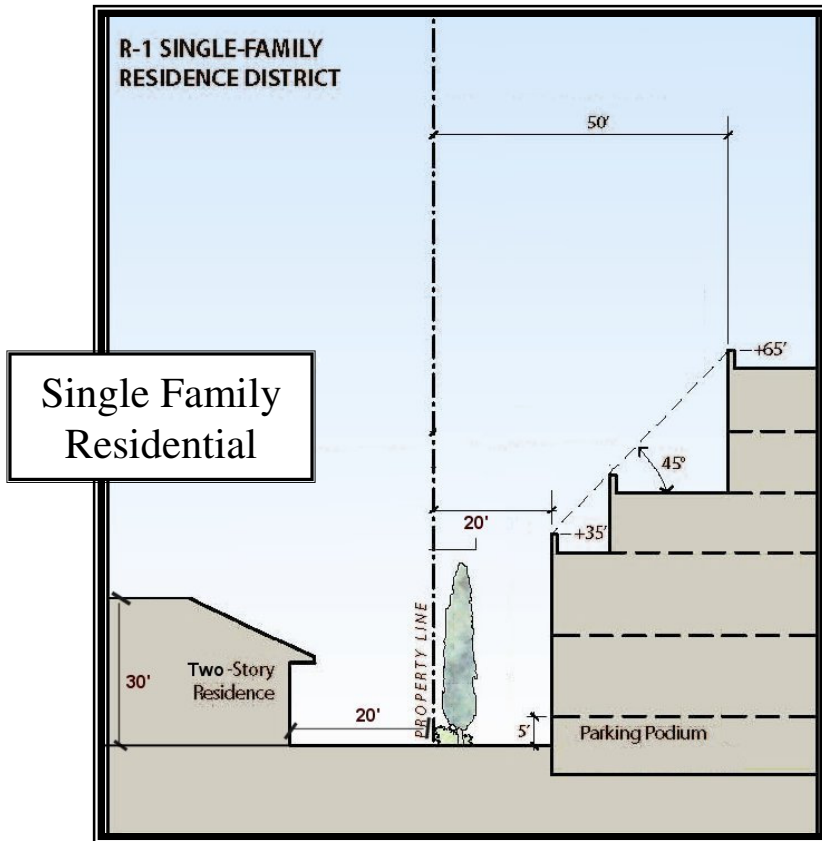
- transit;
- bicycling;
- pedestrian activity; &
- retail businesses



Districts

To ensure compatible development reduce heights are required next to Residential Zoning Districts

required next to Residential Zoning Districts



Vehicle Parking

Reduced vehicle parking requirements:

Table 20-211 Multiple Dwellings in the Pedestrian Oriented Zoning Districts		
	Vehicle Parking Spaces	Bicycle Parking Spaces
Minimum required spaces ¹	1.25 per living unit	1 per living unit
Maximum required spaces	2.0 per living unit	None

Note 1: If tandem vehicle parking is provided, any residential unit utilizing tandem parking shall have a parking requirement of two vehicle parking spaces.

Vehicle Parking

A reduction in the required off-street vehicle parking spaces of up to 50% may be authorized with a development permit or a exception, for structures or uses that implement a total of at least 3 Transportation Demand Management (TDM) measures. For example:

- Provide a carpool/vanpool or car-share program; or
- Provide a Clipper Card or VTA EcoPass for employees and tenants; or
- Unbundled parking (parking that is for sale or lease to residents of a building separate from the sale or lease of living units within that residential building)
- Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or
- Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site.

Residential Recreation/Open Space

To provide livable housing, private and common open space is required.

- Useable common recreation space shall be provided equal to 100 or more square feet per residential unit.
- Private open space shall be provided equal to 60 or more square feet per residential unit for a minimum of fifty percent of the total residential units on the site.



Next Steps

Public Hearings:

- **Planning Commission:**

September 11, 2013

- **City Council:**

September 17, 2013

For additional comments and/or questions
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